

WHEEL HAVING DETACHABLY SECURING SPOKES

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to a wheel, and more particularly
5 to a wheel including a number of spokes that may be detachably
secured to the wheel rim of the wheel.

2. Description of the Prior Art

Typical wheels comprise a wheel rim and a number of spokes
threaded through the wheel rim, for securing the wheel rim to a hub
10 member which will then be attached to a wheel axle.

For example, U.S. Patent No. 2,994,559 to Carlson et al.
discloses one of the typical wheels and also comprises a number of
spokes to be threaded through the wheel rim, for securing the wheel
rim to the hub member.

15 Normally, the wheel rim includes a number of orifices formed
therein, and each of the longitudinal spokes includes an enlarged
head formed on one end thereof, for engaging and anchoring or
securing the longitudinal spokes to the wheel rim, after the
longitudinal spokes have been engaged through the orifices of the
20 wheel rim.

However, the spokes include a longitudinal structure that may
not be easily engaged or threaded through the orifices of the wheel
rim, such that the workers or the users have to spend a lot of time to
engage or to thread the longitudinal spokes through the orifices of
25 the wheel rim.

The present invention has arisen to mitigate and/or obviate the
afore-described disadvantages of the conventional spokes for

wheels.

SUMMARY OF THE INVENTION

The primary objective of the present invention is to provide a wheel including a number of spokes that may be detachably secured to the wheel rim of the wheel, for allowing the spokes to be easily
5 secured or assembled into the wheel rim of the wheel.

In accordance with one aspect of the invention, there is provided a wheel comprising a wheel rim including a plurality of orifices formed therein, and including an inner surface, and each of
10 the orifices of the wheel rim being defined by at least one engaging flange, a plurality of spokes to be attached to the wheel rim, a plurality of latches each including a bore formed therein to receive the spokes respectively, and to be attached to the spokes respectively. Each of the latches includes a base having a shape
15 corresponding to that of the orifices of the wheel rim, for allowing the base of the latch to be engaged through the orifices of the wheel rim. Each of the latches further includes a catch disposed on the base, and having an outer peripheral contour no greater than that of the base, to allow the catch to be engaged through the orifices of the
20 wheel rim, and each of the catches includes at least one cut off portion formed therein, to define at least one engaging surface therein, and to form at least one tongue in the base relative to the catch. The catches are engageable into the orifices of the wheel rim when the catches of the latches are rotated relative to the wheel rim,
25 to engage the engaging flange of the wheel rim into the cut off portion of the catches, and to engage the tongue of the base with the inner surface of the wheel rim, and thus to anchor the base of the

latch to the wheel rim.

Each of the latches includes a first fastener extended from the catch, and a second fastener threaded to the first fastener and engaged with the wheel rim, to secure the latch to the wheel rim.

5 Each of the spokes includes a barrel secured thereto and engaged into the bores of the latches respectively.

Each of the barrels includes a screw hole formed therein, each of the spokes includes a threaded end portion for threading with the screw hole of the barrels, and for securing the barrels to the spokes
10 respectively.

Each of the barrels includes an enlarged head formed thereon, for engaging with the latches and for anchoring the spokes to the latches respectively.

Further objectives and advantages of the present invention will
15 become apparent from a careful reading of the detailed description provided hereinbelow, with appropriate reference to the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a partial exploded view of a wheel in accordance with
20 the present invention;

FIG. 2 is a partial exploded view illustrating the wheel spoke securing structure for the wheel;

FIGS. 3, 4, 5, 6 are partial perspective views illustrating the assembling operation of the wheel spokes to the wheel rim;

25 FIG. 7 is a partial exploded view similar to FIG. 1, illustrating the other embodiment of the wheel;

FIG. 8 is a partial exploded view illustrating the wheel spoke

securing structure for the wheel as shown in FIG. 7;

FIGS. 9, 10, 11, 12 are partial perspective views illustrating the assembling operation of the wheel spokes to the wheel rim as shown in FIGS. 7 and 8,

5 FIG. 13 is a partial exploded view similar to FIGS. 1 and 7, illustrating a further embodiment of the wheel; and

FIG. 14 is a partial cross sectional view of the wheel as shown in FIG. 13.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

10 Referring to the drawings, and initially to FIGS. 1 and 2, a wheel in accordance with the present invention comprises a wheel rim 10 and a number of wheel spokes 20 to be attached to the wheel rim 10. Each of the spokes 20 includes a threaded end portion 21 for threading and securing to a screw hole 24 of a barrel 23 (FIG. 14).
15 The barrel 23 may also be solidly formed or secured to the spoke 20 as an integral piece, as that of the typical spokes.

The wheel rim 10 includes an inner peripheral surface 11 having a number of spaced orifices 12 formed therein and defined by three or more engaging surfaces or flanges 13. For example, the
20 orifices 12 of the wheel rim 10 may include a triangular structure (FIGS. 1-6), a square or rectangular structure (FIGS. 7-12), or the other shaped structure (FIGS. 13, 14).

A number of latches 30 each includes a bore 31 formed therein for receiving the spoke 20 or the barrel 23 (FIG. 14) which includes
25 an outer diameter no greater than the inner diameter of the bore 31 of the latch 30, for allowing the spoke 20 or the barrel 23 to be threaded or engaged through the bore 31 of the latch 30. The spoke

20 or the barrel 23 includes an enlarged head 25 having an outer diameter greater than the inner diameter of the bore 31 of the latch 30; for securing or anchoring the spoke 20 or the barrel 23 to the wheel rim 10 (FIG. 14).

5 Each of the latches 30 includes a base 32 having a shape corresponding to that of the orifices 12 of the wheel rim 10, for allowing the base 32 to be engaged through the orifices 12 of the wheel rim 10. For example, the base 32 of the latch 30 may include a triangular structure (FIGS. 1-6), a square or rectangular structure
10 (FIGS. 7-12), or the other shaped structure (FIGS. 13, 14), for engaging through the corresponding orifices 12 of the wheel rim 10.

Each of the latches 30 includes a catch 33 formed or provided or disposed on the base 32, and having an outer peripheral contour no greater than that of the base 32, for allowing the catch 33 to be
15 engaged through the orifices 12 of the wheel rim 10. The catch 33 includes one or more cut off portions 34 formed therein, to form or define one or more engaging surfaces 35 therein, and to form or define one or more projections or tongues 36 in the base 32 relatively.

20 When the catch 33 of the latch 30 is rotated relative to the wheel rim 10 for an angle, the cut off portions 34 of the catch 33 may be used to receive the flanges 13 of the wheel rim 10, for allowing the catch 33 to be engaged into the orifices 12 of the wheel rim 10. The engaging surfaces 35 of the catch 33 are arranged to be
25 engaged with the flanges 13 of the wheel rim 10, for positioning or anchoring the catch 33 in the orifices 12 of the wheel rim 10, and for preventing the catch 33 and the latch 30 from being rotated

relative to the wheel rim 10.

For example, as shown in FIGS. 1-6, the latch 30 is required to be rotated relative to the wheel rim 10 for 120 degrees, to allow the catch 33 to be engaged into the orifices 12 of the wheel rim 10. As shown in FIGS. 7-12, the latch 30 is required to be rotated relative to the wheel rim 10 for 90 degrees, to allow the catch 33 to be engaged into the orifices 12 of the wheel rim 10. It is preferable that the catch 33 includes a thickness no greater than the thickness of the wheel rim 10, for allowing the catch 33 to be received within the orifices 12 of the wheel rim 10.

After the latch 30 has been rotated relative to the wheel rim 10 to allow the catch 33 of the latch 30 to be engaged into the orifices 12 of the wheel rim 10, from FIG. 3 to FIG. 4, the projections or tongues 36 of the base 32 of the latch 30 may be engaged with the bottom or inner surface 14 of the wheel rim 10 (FIGS. 5, 6, 11), in order to position or secure or anchor the latch 30 to the wheel rim 10, and so as to prevent the latch 30 from being disengaged from the wheel rim 10.

Each of the latches 30 includes a threaded portion or a fastener 37 formed or provided on the catch 33, and having an outer peripheral contour no greater than that of the base 32 and the catch 33, for allowing the fastener 37 also to be engaged into the orifices 12 of the wheel rim 10. A lock nut or another fastener 50 includes an inner thread 51 formed therein for threading with the fastener 37 (FIGS. 5, 11), and engageable with the wheel rim 10 (FIGS. 6, 12), for securing the latch 30 to the wheel rim 10.

Alternatively, as shown in FIGS. 13, 14, the wheel rim 10 may

include one or more ribs 15 extended from the bottom or inner surface 14 thereof, and the latch 30 may include one or more grooves 39 formed in the base 32, for receiving the ribs 15, after the latch 30 has been rotated relative to the wheel rim 10, in order to
5 position or secure or anchor the latch 30 to the wheel rim 10.

It is to be noted that the latch 30 and the barrel 23 may first be engaged onto or secured to the spoke 20, before the latch 30 is engaged through the orifices 12 of the wheel rim 10. The lock nut or the fastener 50 may be selectively threaded with the fastener 37 of
10 the latch 30, such that the spokes 20 may be easily and detachably secured to the wheel rim 10 with the latch 30 and/or the fastener 50.

Accordingly, the wheel in accordance with the present invention includes a number of spokes that may be detachably secured to the wheel rim of the wheel, for allowing the spokes to be
15 easily secured or assembled into the wheel rim of the wheel.

Although this invention has been described with a certain degree of particularity, it is to be understood that the present disclosure has been made by way of example only and that numerous changes in the detailed construction and the combination
20 and arrangement of parts may be resorted to without departing from the spirit and scope of the invention as hereinafter claimed.